Amendment   10/539,858

This amendment is response to the Office Action mailed December 21, 2005, the current due date being March 21, 2006. Please enter the following amendment and consider the following arguments.

IN THE CLAIMS

Claims

1-8   Canceled

9.   (Currently Amended) A method of improving a tire pressure detection system with indirect measurement, the tire pressure detection system detects tire pressure using wheel speed data, the method comprising:

determining one or more reference values, wherein the one or more reference values are dependent upon driving parameters;

producing a two-dimensional or multi-dimensional completely closed range of driving parameters, wherein the determined one or more reference values are admitted as being valid;

placing a band around an imaginary curve of the function of a first driving parameter depending on a second driving parameter; and

forming the closed range of driving parameters in a plane using the band, wherein the plane is spread out by the first driving parameter and the second driving parameter and the curve is plotted during stationary travel, wherein data input to the pressure detection system is activated or deactivated based on the driving parameters.

10.   (Previously Presented) The method of claim 9, wherein the driving parameters include a selection of two or more driving parameters from a group including: lateral

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acceleration; characteristic quantity for strait travel; vehicle yaw rate; vehicle lateral acceleration; wheel torque; tire torsion; slip; and vehicle speed.

11.   (Previously Presented) The method of claim 10, wherein the driving parameter wheel torque is the wheel torque of a driven wheel or a quantity of corresponding behavior, with the wheel torque being determined using a rating which results from engine data and power transmission data.

12.   (Previously Presented) The method of claim 10, wherein the lateral acceleration and the yaw rate are either measured by sensors or produced from wheel rotational data.

13.   (Currently amended) The method of claim 10, wherein the first driving parameter is the wheel torque and the second driving parameter is the vehicle speed. further comprising:

placing a band around an imaginary curve of the function of a first driving parameter depending on a second driving parameter, wherein the first driving parameter is the wheel torque and the second driving parameter is the vehicle speed; and

forming the closed range of driving parameters in a plane using the band, wherein the plane is spread out by the first driving parameter and the second driving parameter and the curve is plotted during stationary travel.

14.   (Previously Presented) The method of claim 13, wherein the first zone of driving parameters spreads out a plane at a defined value of the second driving parameter jointly with a third driving parameter, such as the lateral acceleration or the yaw rate, wherein a surface of the plane depends on the second driving parameter and the third driving parameter.

15.   (Previously Presented) The method of claim 13, wherein the band includes a discontinuity) which expands or narrows the range of driving parameters within the range defined by the band within a range of the second driving parameter.

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16.   Canceled.